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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Korea	REPORT		25X1
SUBJECT	Nakto to Samgang Rail Line in Hwanghae Province	DATE DISTR.	13 July 1954	
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PLACE ACQUIRED		REFERENCES		

This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. In April 1954 a freight-passenger train was operating on the narrow-gauge line between Nakto (N 38-15, E 125-08) (XC8735) and Samgang (YC3755) where the line joins the Haeju-Sariwon line. The western terminus of the line was changed from Changyon (XC8435) to Nakto because the bridge over the Namdae-ch'on at (XC8635) was destroyed during the war and has not been repaired.¹ The eastern terminus of the line is at Samgang, where loaded freight cars destined for Sariwon are switched to the Haeju-Sariwon train. When loaded cars are detached for Sariwon, empties are added to the train returning to Nakto. The train comprises a coal-burning locomotive, two passenger cars, and 10 to 12 freight cars. From late 1953 to 1 April 1954, leaving Nakto, the freight cars were loaded with rice which had been collected as taxes in Mookam-myon (XC9628), Soktal-myon (XC9621), and Changgong-myon (YC1221) and which was destined for Sariwon. When the freight cars were loaded, two NKA guards were assigned to each car. On the return trip the freight cars were usually empty, although occasionally there were carloads of military supplies.² The only passengers allowed officially on the train were military personnel in uniform, home-defense guards, police, and civilians who had a travel authorization issued by the gun People's Committee. If a civilian had a friend working at a railroad station, it was possible to board the passenger car illegally. A passenger check was made only at the station.

2. The train was scheduled to leave Nakto at 4 a.m., arriving in Samgang at 4:30 p.m., and left Samgang at 5:20 p.m., arriving in Nakto at 10 p.m. The schedule was rarely met, the train usually being late. It made scheduled 50-minute (sic) stops to take on water at Sugyo-ri (XC9442), Sinch'on (YC1847), and Sinch'on-Onch'on (YC2147).³ From Nakto to Samgang it made numerous short stops. Military passengers could request specific stops.⁴ There was also a train from Haeju which arrived at Samgang at 9:30 a.m., and one which left Samgang for Sariwon at 5:20 p.m.

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- 2 -

1. Comment. According to a different source, the Changgunsok bridge, which is about 100 meters long, 3 meters wide, and about 3 meters above the water, was being repaired with wood in early April. The pedestrian bridge about 100 meters north of the railroad bridge was repaired in October 1953. 25X1
2. Comment. lumber for the Monggump'o Shipyard (SC5725) was transported by train to Nakto, and from there by truck to Monggump'o. 25X1
3. Comment. It is considered unlikely that stops for water are made at both Sinch'on and at Sinch'on-Onch'on. 25X1
4. Comment. On 13 April when the train made its 50-minute stop at Sugyo-ri, five or six soldiers debarked, and the train waited for them to return before proceeding. 25X1

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